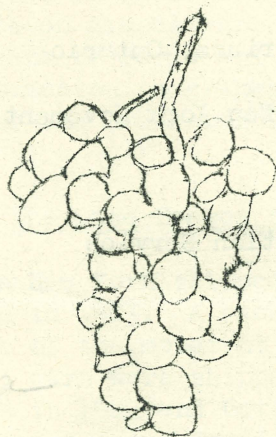


UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Division of Fruits and Vegetables
Cooperating with
NEW YORK STATE DEPARTMENT OF FARMS AND MARKETS

M. P. Rasmussen

NEW YORK AND PENNSYLVANIA GRAPE DEAL
SEASON 1924

SUMMARY BY A. E. PRUGH & MARK F. O'DONNELL



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Washington, D.C.
May 1925.

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SUMMARY OF NEW YORK AND PENNSYLVANIA GRAPE DEAL
SEASON 1924

By A. E. Prugh and Mark F. O'Donnell

This summary is based on data collected in connection with the Grape Market Report carried on during the past season as a joint project by the New York Department of Farms and Markets, the Pennsylvania and Michigan Bureau of Markets, and the U. S. Bureau of Agricultural Economics.

Daily Market reports on grapes were issued from the Buffalo office of the New York State Department of Farms and Markets from October 13 to November 3. Limited marketing information on grapes was also included in the fruit and vegetable market reports of the Rochester Office of the U. S. Bureau of Agricultural Economics.

The Late Season of 1924

For the 1924 season New York shipped approximately 2100 cars less than in 1922 and 1300 more than in 1923. A backward fall in 1924 brought about a very late season, the peak of the movement not being reached until the week of October 12 to 18 when 1643 cars were shipped compared with the peak week October 5 to 11, 1238 cars in 1923 and October 1 to 7, 1644 cars in 1922. While fair prices were received at shipping points this season considering the quality of the crop, many shipments were rejected on arrival on account of complaints of unripe stock. The weather this fall was very unsatisfactory for the proper ripening of grapes and as a result the sugar content was very low. One peculiarity of grapes is that they must be left on the vine until ripe to develop the maximum sugar content. They are unlike some other fruits that continue the ripening process after being picked. Grapes also withstand frosts better in a ripe than a half-ripe condition. Therefore, with the late season and the danger of frosts at any time, there was naturally a desire to get the fruit to market as quickly as possible. The mid-season freeze in Michigan reacted to the benefit of New York growers and shippers and caused some firmness in the market at a period when dullness was developing. The early movement from California was so heavy that many cities declared embargoes on shipments from that state. However, California's late movement dropped suddenly, movement the week of October 26 to November 1, being 2564 cars compared with 3914 the corresponding week in 1923. Competition from California is a very important factor in the marketing of New York grapes.

A Review of Conditions in the Chautauqua, N.Y., - Erie, Pa., Section.
(Extracts from "The Grape Belt," issue of January 9th)

"Sixty dollars was taken as the average price of grapes through the belt for all kinds of grapes sold through all agencies the past season. It was, as always, a matter to be decided upon after a general consideration of the season as a whole. Some grapes sold for as low as \$25 a ton it is reported and at the other extreme many farmers received \$75 or better for early season grapes. The quality of the crop in general was poor and grapes that were very red marketed at the opening of the season around \$80 per ton, helped to force the market down. The Chautauqua-Erie section loaded approximately 1,000 more gross cars than in 1923. The juice plants took 1,665 tons more grapes the past season and about held their percentage of the crop equal to that of 1923. The total amount received for the crop from this district was estimated at \$3,117,240. The most general criticism heard of marketing conditions is that there is a tendency to start the grape prices too high at the opening of the season and that when the drop comes, the tide of lowering prices is difficult to stop. Another criticism is that there is a tendency among growers to gamble too much on prices. Those who raise this objection counsel for an even picking of grapes throughout the season, selling as they are picked. Many growers stored their grapes in barns this season waiting for the price to go up. This practice in 1923 netted a few farmers prices that ranged as high as \$110 a ton, but this season the storage proposition was not so profitable and sales as low as \$25 were reported. Cash buyers in the belt had a hard year in some cases. Many bought grapes at high prices and were unable to unload them at a profit. Practically throughout the deal, plenty of cars were available for the movement. It was found that table grapes brought the growers from \$6 to \$10 more a ton than fruit shipped in the "Jumbo" 12 quart basket, and plans will probably be made to increase the volume of table grape movement the coming season.

"The following is a summary of the grape movement from the Chautauqua, N.Y.-Erie Pennsylvania section, based on net weight. While the figures may be subject to dispute, the judgment of grape men of long experience has been utilized in their preparation:

	<u>Tons Net Weight</u>
Shipped out of Chautauqua-Erie belt	43,026
Hauled by wagon to juice plants	7,758
Shipped to juice plants	370
Trucked out of the belt	500
Sold at roadside markets, used locally and for other purposes	300
Total net weight of grapes Chautauqua-Erie, 1924	51,954.
Value at average price of \$60 per ton	\$3,117,240"

Marketing Conditions in the Central Lakes District.

The Central or "Finger" Lakes section starts shipping before the Chautauqua-Erie belt. Figures on the segregation of the movement are not available but it will be noticed from the table of shipments by stations in another part of this summary that this section shipped 1468 cars of the total state movement of 5641. The carlot shipping point price in this district on Concords wire orders ranged generally from \$70 to \$85 per ton with sales made at the close of the season at \$55 or lower. One straight car of Delawares was reported at \$100. Mixed cars of Concords, Delawares and Niagaras packed in "ponies" or 2 quart baskets for table use opened at 22¢ and ranged from 15¢ to 22¢, generally around 17 to 18¢.

Weekly Market Reviews

(From "Weekly Market Review of Fruits and Vegetables" issued by Washington Office, U.S. Bureau of Agricultural Economics).

"Eastern Grapes Moving: (Week of September 14 to 20) New York grapes have begun to move actively in small lots by express, and carlot shipments are increasing. Wordens and Moore's Early opened in terminal markets at 80-90¢ per 12 quart basket, closing lower. A few Concord's brought 80-90¢. Delaware Concord's were in more liberal supply and sales ranged 80¢-\$1. At Michigan shipping points, 12 quart baskets of Champions brought \$65 per ton. A stronger tendency ruled auction prices; California Malagas averaged \$1-1.33 per crate and Flame Tokays ranged \$1.25-2.35. An increase of more than 1,000 cars occurred in the week's movement, accounted for mostly by California.

"Eastern Grape Supplies Increasing: (Week of September 28 to October 4) Eastern grapes sold lower. New York and Delaware Concord's brought mostly 75¢-\$1. per 12 quart basket, while Michigan Champions and Moores Early ranged 90¢-\$1. Auction sales of California grapes were generally at declining levels, crates of Malagas averaging \$1.45-1.61, and Flame Tokays \$1.34-1.85. Total shipments for the week were 1,400 cars lighter. Most of the loss was in California's output; eastern supplies increased. California's season is expected to close earlier than usual.

"Grapes Lower at Shipping Points: (Week of October 5 to 11) Concord grapes in 12 quart baskets were selling at \$70-75 per ton, f.o.b. West Michigan points and \$85 in Western New York. Four quart baskets moved slowly in Michigan at 26-27¢ while various New York varieties in 2 quart baskets ranged around 20¢. In California, the leading grape State, Flame Tokays and Malagas declined to a level of \$1-1.15 per crate. Wholesale prices in most cities closed steady to firm. Total weekly shipments still exceeded 5,000 cars.

"Grape Season Nearing End: (Week of October 26 to Nov. 1) Features of the grape season are the lighter total production but heavier shipments than last year; the probable early closing of California's shipping period; the delayed movement of eastern grapes, and the recent upward swing of prices in California. Normally, that State ships several hundred carloads of grapes in December, but the movement has been decreasing rapidly and the crop may be fairly well cleaned up by the end of November. Last week, only 2,475 cars came from California, compared with 4,000 the preceding week and the corresponding period last season. Total State shipments to November 1 were about 50,700 cars, as against 48,850, to the same time in 1923. Around 6,500 additional cars were marketed during November and December last year. Recent prices at California shipping points have been much higher than those of mid-September, when the average output exceeded 1,000 cars per day. F.O.B. wire auction sales of Fancy table Malagas at \$1 per crate in late October compared with a price of 68¢ about September 20. Lugs of Tokays had advanced 10¢ to a close of 85¢ or more, while crated Fancy Cornichons were selling at 95¢ and Emperors averaged \$1.08. Sales of No. 1 juice stock on the per ton basis, including lugs, were made recently at \$145 for Alicantes, \$43 for Malagas, \$104 for Missions, \$48 for Muscats, and \$43 for Thompsons. In mid-September, the corresponding averages were \$107, \$33, \$80, \$36, and \$35. Proportionate advances occurred on city auctions, the range in Chicago being from \$1.20 per lug of Muscats to \$2.58 for Alicantes. Malagas had reached \$2.25 per crate on several eastern markets.

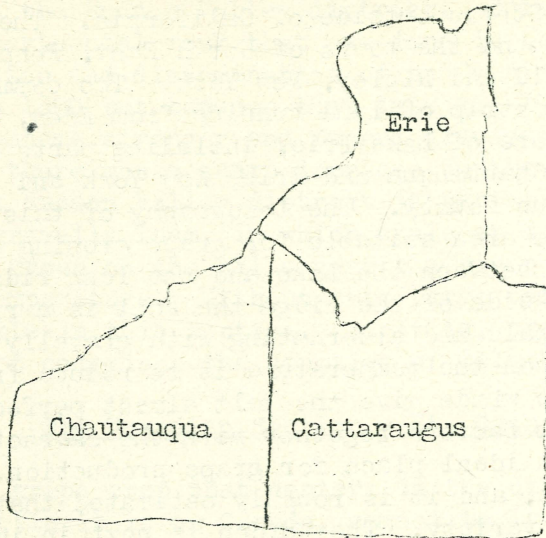
Weekly Market Reviews (Cont'd)

"Not only California grapes, but eastern stock also brought slightly higher prices than a year ago. Best New York Concord's were jobbing generally at 70-80¢ per 12 quart basket, with a top of \$1.00 at Chicago. Michigan Concord's averaged a little less than New York's, and price trends everywhere were downward under the liberal supplies. Slightly frosted basket stock close at \$45.00 per ton f.o.b. West Michigan Points, while Western New York shippers were getting \$75. a ton or 16¢ per 2-quart basket.

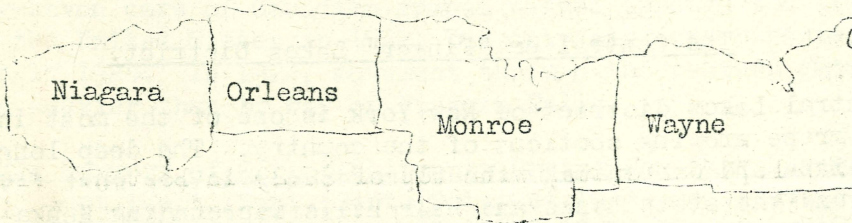
"In October, the total New York grape crop was estimated 15,500 tons heavier than last year's production; Pennsylvania's was 3,000 tons heavier; Ohio's just about the same as last year, and Michigan's 3,700 tons greater. California, however, showed a decrease of 368,000 tons. By November 1, 1923, Michigan's season had already closed, with a record of 4,200 cars, and New York and Pennsylvania had nearly finished marketing their 4,300 and 850 cars, respectively. At present, movement from all these States is still quite active totaling 1,640 cars last week. The season's total to date from all grape shipping sections is 2,500 cars ahead of last season's corresponding movement.

"Grape Supplies Decreasing: (Week of November 2 to 8). Grape shipments were 1,100 cars lighter than the week before, with 450 cars of the loss in New York's total. Pennsylvania grapes also moved in lighter volume and not the California shipments have fallen off. A few sales of New York and Pennsylvania Concord's were quoted, mostly as low as 70-75¢ per 12-quart basket, with Michigan's down to 60-75¢. City auction sales of California Malagas declined to an average of \$1.47-1.73 per crate, with top of \$2.29 in Boston. Flame Tokays dropped sharply to \$1.19-1.89. Probable production of grapes is increased nearly 110,000 tons since the October forecast. Pennsylvania, Michigan and Ohio have somewhat heavier crops, but most of the gain is in California."

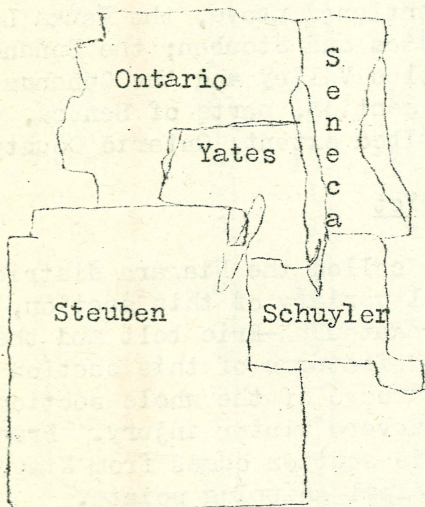
New York Grape Producing Sections Showing
Counties The Chautauqua-Erie Section



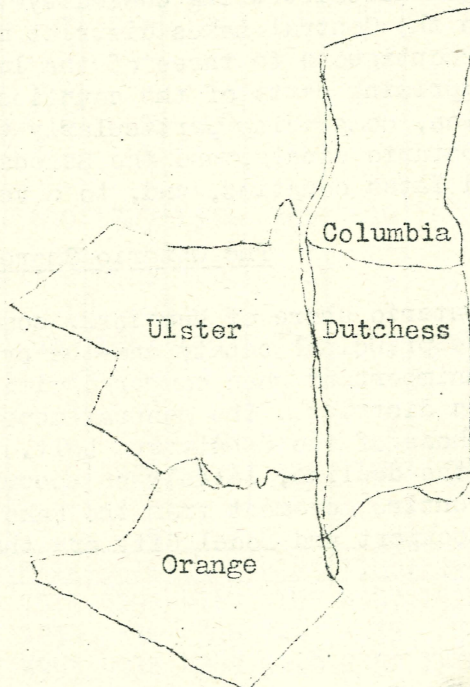
The Ontario Shore District



The Central Lakes District



The Hudson River District



Leading Producing Sections

The Chautauqua-Erie Belt

The Chautauqua-Erie belt is probably the most specialized grape growing section in the United States outside of California. The industry reached its highest development around the towns of North East, Pennsylvania, and Brocton, Portland, Westfield and Ripley, New York. The commercial vineyards are found in a long narrow strip of land running from Eden, N.Y. to Girard, Pennsylvania, along the shore of Lake Erie, including parts of the counties of Erie, Pennsylvania and Chautauqua and Erie, New York and to a much less extent, parts of Cattaraugus county. The topography of this section causes a strict demarcation of the area suitable for grape growing and localizes the vineyards to the territory between the Lake and the long ridge which roughly parallels it. On the lake side of the ridge the soil is a rich clay loam underlaid by limestone and shale and alternating with gravelly loam. The effect of a large body of water upon the temperature is to reduce frost damage to a minimum and the steady lake winds give the belt almost perfect immunity from fungus diseases. These two factors together with the character of the soil, make this section an almost ideal place for grape production. The Concord is the chief grape of the belt, and it is roughly estimated that 95% of the commercial acreage is of that variety. The Worden is next in importance and probably comprises 3% of the crop. The Moore, Niagara, Delaware and Agawam make up the remaining 2%.

The Central or "Finger" Lakes District.

The Central Lakes district of New York is one of the most interesting and important grape growing sections of the country. The deep long lakes of Keuka, Canandaigua and Cayuga make the climatic conditions most favorable for grape growing and the steep banks and high hills surrounding Keuka Lake, together with the thickly planted vineyards at its side, have given it the name of "The Rhine of America". The crop in this section is earlier than the Chautauqua belt on account of temperatures ranging higher during the summer. The Chautauqua district being cooled by the lake breezes. The commercial vineyards in the Central Lakes district may be divided into three main sections those contiguous to three of the lakes mentioned above, the Keuka Lake section, comprising parts of the counties of Yates and Steuben; the Canandaigua section, comprising particularly the Naples Valley and the Canandaigua section of Ontario county, and the Seneca Lake section, parts of Seneca, Schuyler and Yates counties, and, to a very limited extent, Ontario County.

The Ontario Shore District

The Ontario shore of New York, sometimes called the Niagara district, both from the principal county and the principal variety of this section, is relatively unimportant when compared with the Chautauqua-Erie belt and the Central Lakes district. The general topographic features of this section are similar to those of the Chautauqua belt. The acreage of the whole section has been on the decline, largely on account of severe winter injury. Practically the entire movement from the Lake Ontario section comes from Niagara county, and Lockport and Model City are the principal shipping points.

Hudson Valley Section

The production of table grapes in America first reached commercial importance in the Hudson Valley district. This district is notable for the extensive experimental work that was done in the early days of the industry in the production and dissemination of new varieties. There was great expansion previous to 1890 but between that date and 1900, when competition from other districts became stronger and fungus diseases began to affect the production seriously, there was a sharp decrease in the acreage of the district. The soil of the Hudson Valley district is variable, most vineyards being found on coarse gravelly loam, in which shale or slate predominate. Most of the grapes are grown on the hills near the river which has a stabilizing effect upon the temperature. Without this large body of water, grape growing would be impossible in this section. As it is, the winters are often destructive. The district comprises the counties of Columbia, Dutchess, Ulster and Orange.

The Canadian Section - St. Catherines, Ontario.

The grape crop that centers in the district about St. Catherines, Ontario, while it is on Canada, cannot be ignored. In years when prices ^{advance} on this side of the boundary to a point that offsets the import duty, the New York crop faces the possibility of some competition from the Canadian imports. Forty-seven cars of Canadian grapes passed through the Niagara Falls gateway into the United States in 1922, but only six were reported entering this point in 1924. In 1922, movement through the western gateway was reported as being heavier than by way of Niagara Falls.

Weekly Summary of Carlot Shipments During New York Movement - 1924.

	Sept. 7-13	Sept. 14-20	Sept. 21-27	Sept. 28-to Oct. 4	Oct. 5-11	Oct. 12-18	Oct. 19-25	Oct. 26to Nov. 1	Nov. 2-8	Nov. 9-15	Nov. 16-22	Nov. 23-29	Nov. 30to Dec. 6
Ark.	6	-	-	-	-	-	-	-	-	-	-	-	-
Calif.	5582	7067	6229	5371	4367	4916	4179	2564	2468	1008	590	201	86
Dela.	4	24	56	14	7	-	-	-	-	-	-	-	-
Idaho	2	2	-	-	-	-	-	-	-	-	-	-	-
Ill.	4	3	1	-	-	-	-	-	-	-	-	-	-
Ind.	-	-	0	0	0	0	0	-	-	-	-	-	-
Iowa	18	34	16	1	-	1	-	-	-	-	-	-	-
Kans.	17	2	-	-	-	-	-	-	-	-	-	-	-
Mich.	-	16	153	166	600	1727	1341	381	10	1	-	-	-
Mo.	8	1	-	-	-	-	-	-	-	-	-	-	-
Neb.	0	1	-	-	-	-	-	-	-	-	-	-	-
N.J.	-	-	-	2	1	-	-	-	-	-	-	-	-
NEW YORK	9	18	43	92	402	1643	1503	949	503	254	133	60	21
N.Car.	-	-	1	-	-	-	-	-	-	-	-	-	-
Ore.	0	3	-	4	2	0	-	-	-	-	-	-	-
Ohio	-	-	-	-	-	4	12	7	3	1	-	-	-
Penn.	-	-	-	-	9	225	371	328	182	30	3	-	-
Utah	-	2	1	-	-	-	-	-	-	-	-	-	-
Wash.	19	35	13	-	-	5	-	-	-	-	-	-	-
TOTAL U.S.	5669	7208	6513	5655	5388	8516	7406	4229	3166	1294	726	261	107
TOTAL 1923	5028	6492	6567	6700	7513	6199	4764	4107	2397	1512	1300	748	453
N.Y. 1923	40	111	546	956	1238	836	315	143	38	32	18	2	0
Cal. 1923	4751	5965	4718	4637	4953	4918	4262	3914	2352	1478	1282	746	453
Mich.-23	130	369	1226	931	996	183	58	0	0	0	0	0	0
Pa. 1923	0	0	32	123	279	238	121	47	5	2	0	0	0

Grape Production and Total Farm Value of Crop Seasons 1922, 1923 and 1924

	<u>Production (Tons)</u>			<u>Total Farm Value</u>		
	1922	1923	1924	1922	1923	1924
Ark.	1,200	960	1,230	\$144,000	\$134,400	\$130,380
Ala.	700	735	825	98,000	110,250	115,500
Calif.	1,801,000	2,030,000	1,550,000	73,841,000	52,780,000	54,250,000
Colo.	288	297	280	37,440	36,234	33,600
Conn.	880	978	1,075	123,200	107,580	129,000
Dela.	810	770	1,400	89,100	81,620	112,000
Ga.	1,520	1,500	1,638	304,000	240,000	360,360
Ind.	4,418	3,990	3,185	353,440	351,120	267,540
Ill.	6,370	5,494	4,900	509,600	538,412	490,000
Iowa	6,500	5,940	4,658	650,000	570,240	475,116
Idaho	285	300	240	28,500	39,000	24,000
Kans.	3,384	2,700	2,925	473,760	318,760	263,250
Ky.	1,000	845	1,094	90,000	118,300	96,272
La.	28	25	36	5,700	4,500	6,480
Me.	56	52	46	11,200	9,360	9,200
Mass.	430	456	440	60,200	68,400	44,000
Md.	500	880	770	80,000	132,000	92,400
Mich.	63,750	44,000	51,000	4,462,500	4,048,000	3,876,000
Mo.	7,350	6,000	5,840	485,100	492,000	443,840
Miss.	234	252	281	32,760	35,280	44,960
Minn.	75	74	88	13,500	11,100	11,792
N.H.	102	88	84	16,320	10,560	11,760
N.Y.	105,000	62,000	80,000	8,820,000	4,464,000	5,920,000
N.J.	2,253	2,244	2,338	225,250	190,740	233,800
N.C.	5,880	5,832	6,525	823,200	991,440	913,500
Nebr.	1,350	1,320	1,068	162,000	184,800	128,160
N.M.	455	585	520	81,900	105,300	72,800
Nev.	150	-	170	15,000	-	20,400
Ore.	1,530	1,365	1,350	153,000	163,800	121,500
Ohio	22,500	19,355	20,400	3,150,000	1,741,950	1,632,000
Okla.	1,857	1,470	1,875	148,520	235,200	187,500
Penna.	25,000	16,500	19,750	2,500,000	1,254,000	1,540,500
R.I.	184	256	289	25,830	25,600	28,900
S.C.	1,353	1,476	1,425	216,480	236,160	228,000
Tenn.	1,287	1,032	1,496	102,960	140,352	221,408
Tex.	837	1,162	1,320	150,660	197,540	264,000
Utah	635	689	615	63,450	68,900	61,500
Vt.	45	37	37	5,400	5,180	5,920
Va.	1,450	2,016	2,349	203,000	282,240	422,820
W.Va.	972	1,092	1,539	97,200	163,800	153,900
Wash.	1,892	2,000	1,732	227,040	240,000	166,272
Wisc.	346	288	279	48,510	40,320	39,060
Ariz.	315	340	350	37,800	40,800	56,000

Total U.S.

2,076,171 2,227,395 1,777,462 \$99,166,520 \$71,009,078 \$73,705,390

Carload Shipments of Grapes-1924.

	Jan.	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Arizona	-	-	21	3	-	-	-	-	24
Arkansas	-	-	-	184	59	-	-	-	243
California	13	7	1216	7283	25483	19041	4703	98	57844
Delaware	-	-	-	3	85	20	-	-	108
Idaho	-	-	-	1	6	-	-	-	7
Illinois	-	-	-	3	8	-	-	-	11
Iowa	-	-	-	6	69	1	-	-	76
Kansas	-	-	-	7	22	-	-	-	29
Michigan	-	-	-	-	212	4156	27	-	4395
Missouri	-	-	-	68	33	-	-	-	101
Nebraska	-	-	-	-	2	-	-	-	2
New Jersey	-	-	-	-	-	3	-	-	3
New York	-	-	-	-	78	4494	1037	32	5641
N. Carolina	-	-	-	-	1	-	-	-	1
Ohio	-	-	-	-	-	23	4	-	27
Oklahoma	-	-	-	1	-	-	-	-	1
Oregon	-	-	-	-	4	5	-	-	9
Pennsylvania	-	-	-	-	-	933	233	-	1166
Texas	-	-	14	-	-	-	-	-	14
Utah	-	-	-	-	3	-	-	-	3
Virginia	-	-	-	2	1	-	-	-	3
Washington	-	-	-	4	78	-	-	-	82
Total	13	7	1251	7565	26144	28676	6004	130	69790

Federal-State Shipping Point Inspection Service

Federal grades on Native grapes will probably be available for use next season. The following certificate is an exact copy of one issued in Michigan this season, in accordance with Michigan grades. This voucher gives a complete description of the quality and condition of the grapes at time of shipment, condition of car equipment, kind of container etc., and being an impartial official report, provides a stable basis of contract and sale upon which buyers and sellers may settle their disputes and on which railroad claims may be adjusted. Shipping point inspection together with Federal inspection in the large city markets is gradually proving to all factors concerned that an intensive program of standardization prevents wastes and losses by causing culls and unmarketable stock to be withheld from shipment, thereby saving freight charges and other expenses on worthless products, builds a reputation for the territory and industry and improves marketing conditions by meeting the requirements of buyers and preventing many unwarranted rejections at the terminal market.

United States Department of Agriculture
Michigan Department of Agriculture
Inspection Certificate - NO.156911.

This certificate is issued in compliance with the regulations of the Secretary of Agriculture governing the inspection of various food products pursuant to the Act making appropriations for the United States Department of Agriculture and the statutes of the State of Michigan, and is admissible as prima facie evidence in all courts of the United States.

Inspection Point...Sodus, Michigan. Billing Point...Same. Date..Sept.27,21

Applicant..Sodus Fruit Growers Assn. Address....Sodus, Mich.

Shipper....Same. Address....Same.

I, the undersigned, on the date above specified made personal inspection of the lot of products herein described, and do hereby certify that the conditions at the said time and on the said date, pertaining to such products, were as stated below:

Car Initial and Number: MDT-19848 Kind of Car...Refrigerator.

Car Equipment and Condition: At completion of inspection 11 a.m. hatches closed, plugs in, bunkers full of ice, drain pipes dripping freely; floor racks.

Products: Grapes in climax baskets labelled "Michico Table Grapes, St. Joseph, Mich.; stamped "4 quarts, Choice Table Grapes," (loaders count) 760 baskets; Campbells Early, remainder baskets Moores Early; various growers marks.

Loading: Full length of car 15 rows wide, row next one sidewall staggered; 12 rows 8 layers, 3 rows 7 layers high.

Pack: Baskets well filled. |medium to large. Quality and Condition: Berries Size: Bunches reasonably compact; bunches and berries well matured, firm and of good color; stock fresh presenting attractive appearance; less than 2% of berries crushed or otherwise damaged. No decay apparent.

Grade: Stock meets grade requirements for Michigan "Choice Table Grapes."

(Signed)

Inspector.

Grapes to Juice Factories.

According to information secured by the New York State Department of Farms and Markets. During eight years, 1913 to 1920 inclusive, the average tonnage used by factories in the Chautauqua belt was nearly 20,000 tons per year.

In 1919 the factories took 21,854 tons; in 1920 they used 16,321 tons; in 1921 no grapes were pressed; in 1922 they used 14,560 tons; in 1923 the slump in the sale of grape juice had reduced their buying to 6,463 tons, and in 1924 the total used by them was 8,128 tons. The steady decline in tonnage taken by juice plants will continue to be a factor in future price determinations.

Nursed and developed largely by many years' of extensive sales and advertising, the grape juice business had shown normal increases in volume, and quite a number of companies were engaged in it, then came a series of discouraging developments, notably in the tremendous raise in price of grapes following prohibition, (Article 29, of the Volstead Act.) and to a lesser extent the ten percent tax on grape juice, which has since been repealed. An additional hinderance was the great increase in cheap synthetic soft drinks and pop. These major things, with some minor ones, greatly reduced the volume of grape juice consumed, so that the industry lost its momentum. Many of the companies have been forced out of business, and those which are left are in greatly weakened condition, several have added other products to help absorb overhead, and permit them to continue in business. While still re-

taining faith in the future of the grape juice business, they nevertheless realize that it will take time and money to bring the industry back to a profitable and satisfactory basis. Since the selling price of grape juice is largely governed by the price of the raw fruit, the need of the industry is more volume and lower prices to the consumer.

Practically all grapes taken by juice plants this season were on contracts made during the summer at prices governed entirely by the pool prices or returns of the Chautauqua - Erie, and Keystone Associations.

Grapes for the Table.

The question of developing a table grape market has the serious attention of growers in all Eastern producing sections. With growers in California planting thousands of acres of new vineyards and shipments to Eastern markets increasing annually, grape growers have a real condition confronting them, and are beginning to realize that to blindly continue planting more vineyards without giving some consideration to the prospective outlet for more grapes is almost certain to bring grief.

In addition to increasing competition from California, the decline in the tonnage formerly taken by juice plants is pronounced. It was thought that the demand created for grape juice when grapes were selling at from \$100.00 to \$130.00 per ton would be stimulated when grapes reached approximate pre-war levels, but with an approximate reduction of 100 percent in the price of grapes, and a similar reduction in the price of grape juice, the anticipated revival of the industry has not materialized.

Owing to the late maturity of the crop, the poor quality, and the short season, the volume of business in table grapes, while showing an increase over 1923, did not reach the figures hoped for. A total of ninety cars were shipped from the Chautauqua-Erie belt in 1923, and one hundred-ten cars in 1924, or about five per cent of this year's New York crop from this section, was shipped as table grapes, and about four per cent of the Pennsylvania crop was shipped as table stock. (No data on Central Lakes or Hudson River)

With embargoes in effect annually at principal primary markets, it would seem logical to attempt to avoid this situation to some extent by developing a table grape market in some of the smaller cities of from 10,000 to 20,000 population which could easily handle grapes in carload lots.

The first of these is the fact that the number of people who are employed in the service of the State is increasing. This is due to the fact that the State is becoming more and more centralized, and is taking over more and more of the functions of the local authorities. This is a process which is going on in all countries, and it is one of the main causes of the increase in the size of the State.

THE INCREASE IN THE SIZE OF THE STATE

The question of the increase in the size of the State is one of the most important questions of the day. It is a question which has been discussed for many years, and it is one which is still being discussed. The fact is that the size of the State is increasing, and it is doing so at a rapid rate. This is due to a number of causes, and it is one of the main causes of the increase in the size of the State.

The first of these causes is the fact that the State is becoming more and more centralized. This is due to the fact that the State is taking over more and more of the functions of the local authorities. This is a process which is going on in all countries, and it is one of the main causes of the increase in the size of the State.

The second cause is the fact that the State is becoming more and more powerful. This is due to the fact that the State is becoming more and more centralized, and it is taking over more and more of the functions of the local authorities. This is a process which is going on in all countries, and it is one of the main causes of the increase in the size of the State.

The third cause is the fact that the State is becoming more and more expensive. This is due to the fact that the State is becoming more and more centralized, and it is taking over more and more of the functions of the local authorities. This is a process which is going on in all countries, and it is one of the main causes of the increase in the size of the State.

The fourth cause is the fact that the State is becoming more and more complex. This is due to the fact that the State is becoming more and more centralized, and it is taking over more and more of the functions of the local authorities. This is a process which is going on in all countries, and it is one of the main causes of the increase in the size of the State.

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Conditions in California

The following extracts are from "Special Publication No. 47, - The California Grape Situation 1924, by R. L. Nougaret, in charge Viticulture Service, State of California, Department of Agriculture."
Released July 1, 1924.

"The outstanding fact at this time of writing is that all indications point to a much reduced crop to what it should be if normal. In order to conceive its relative proportion, a standard for computation must be established, and this standard can only be a normal crop. For this reason the appendix table has been compiled. It gives an estimate of a would-be normal crop of grapes for each of the three classes, - wine, table and raisin grapes, *** the same as would be produced under ordinary weather, soil and climatic conditions of the various viticultural localities taking in consideration the difference in production of the average yield per acre of old, or full bearing vines, and of the comparative production of young vines which increases in tonnage with each successive year. Those planted in 1922 coming into bearing in 1924, produce, but a very small tonnage. This relatively small crop and its corresponding acreage are tabulated separately. The success of the viticultural interests depends upon the marketing of the crop fully as much as on the volume of production. With this object in view this table also presents a hypothetical consumption of a normal crop produced in 1924, both locally or within the state and the proportional tonnage likely to be shipped to markets outside of California and the number of cars required to transport it.***

"Estimated 1924 Normal Crop.

Wine Grapes-----	419,535 tons
Table Grapes-----	459,842 tons
Raisin Grapes-----	1,490,197 tons

"Of this normal crop, the tonnage estimated to be shipped out of the state (interstate shipments) and the corresponding number of cars required to transport it would be:

Estimated 1924 Interstate Shipments.
(For a normal crop)

Wine Grapes-----	319,164 tons	22,856 cars
Table Grapes-----	417,816 tons	34,624 cars
Raisin Grapes-----	192,731 tons	14,317 cars

"The total number of cars to transport all three classes of grapes would aggregate 72,297 cars.

"The balance of the crop is estimated to be consumed within the state through its local markets, in the homes, where the grapes are grown, and in all other ways, including also the tonnage made into raisins. Raisins, like wines in bond, must be considered local products until sold and delivered to markets outside of the state.

"Estimated 1924 Local Consumption
(For a normal crop)

Wine Grapes-----	100,371 tons
Table Grapes-----	41,026 tons
Raisin Grapes-----	
Consumed fresh-----	11,416 tons
Estimated for drying-----	1,200,000 tons
When dried (Raisins)-----	320,000 tons

"Facts in Support of the Forecast Estimates
Wine Grapes

Normal crop 1924-----	419,535 tons
Local consumption, California-----	100,371 tons
U.S.A. markets (Calif. excepted)-----	319,164 tons
Interstate shipments-----	22,636 carlots

"Acreage Wine Grapes

"This year the bearing acreage of wine grapes including vineyards in full bearing, young vineyards not yet in full bearing, and very recent plantings beginning to produce grapes totals 143,983 acres.

Acreage as yet not in full bearing:

Plantings of 1920-----	7,619 acres
Plantings of 1921-----	10,542 acres
Plantings of 1922-----	16,931 acres
Total acreage wine grapes not in full bearing-----	35,092 acres

"The commercial manufacture of wines in 1923 (10,228,209 gallons, equivalent to 73,000 tons grapes), absorbed the great majority of wine grapes not shipped out of the state. These grapes are as a matter of fact consumed locally when made into wines, and as such remain local products until sold and shipped.***

"In 1923, there were shipped to eastern markets 20,005 cars of wine grapes. Five hundred cars more would most probably have been shipped had these grapes not been damaged by early rains. A portion of these poor quality grapes was made into wine; the balance was a total loss.

"*** Should the wine grape crop of this year be 50 per cent of normal, ***18,300 cars would in consequence represent the interstate shipment of wine grapes in 1924. This number is 1700 cars less than was shipped last year.

"Table Grapes

"A normal crop of table grapes in 1924 surpasses greatly in tonnage the crops of normal size of previous vintages. This is due to the new planting of table grape vineyards these last years. The plantings in the years 1920, 1921 and 1922 which are all bearing grapes in 1924, total 77,584 acres compared to 148,596 acres for raisin grapes and 35,092 acres for wine grapes. The total acreage of bearing vines is 134,682 acres.

"Plantings of table grapes:

1920-----	21,592 acres,
1921-----	25,513 acres,
1922-----	30,479 acres,
Total-----	77,584 acres.

"Raisin Grapes

"The demand of eastern markets for raisin grapes in the fresh form has its limits. In 1923, 10,616 carloads were absorbed by this trade. Had the quality of grapes not suffered from mildew, and had growers refrained from rushing their grapes to market before sufficiently ripe, possibly *** as many as 12,000 cars of these grapes might have been shipped. Another 2,000 cars, or a total of 14,000 cars would seem to be the very limit present markets can take care of, especially when the crop for all kinds of grapes is of normal volume, and table and wine grapes come into competition with the raisin grapes marketed as fresh grapes.***

"For the past few years the normal crop of raisins has increased steadily in size from year to year, due to the new acreage of raisin grape vineyards having been planted. The total acreage of bearing vines is 342,054 acres.

"Plantings of Raisin grapes:

1920-----	48,796 acres,
1921-----	54,910 acres,
1922-----	<u>44,890 acres,</u>
Total acreage raisin grapes -	
not in full bearing-----	148,596 acres.

"Thompson seedless grapes the second year after planting (third growing year) produce about one-third as much as full bearing vines, and three-quarters as much or more in the third year. The fourth year they are almost in full bearing. Muscat grapes take longer to bear proportional crops. ***

"Interstate Shipments.

"California consumes a very small portion of the grapes it produces either in the fresh state or as grape products. For this reason the number of cars required and the number available to transport its production to markets of other states are prospects which each year prior to the vintage season become questions of most vital interest to the grape grower, to the packer and to distributors.

"It is interesting therefore, to compare the forecast of the number of cars required for a normal crop and for a short crop in 1924 with the number of cars shipped the previous year, in 1923.

	1924	1923
	Normal Crop	Short Crop
	cars	cars
Wine grapes-----	22,856	18,300
Table grapes-----	34,624	23,600
Raisin grapes-----	14,817	11,500
	72,297	53,400
		Interstate Shipments
		cars
		20,005
		21,732
		10,616
		52,353

"In conclusion and to further emphasize the menace of an over production and of consequent dull times, a brief review of a prospective yearly increase in crop production is here presented with the aid of figures.

78,000 acres planted in 1920 comes into full bearing in 1924.

90,965 acres planted in 1921 comes into full bearing in 1925.

92,246 acres planted in 1922 comes into full bearing in 1926.

50,779 acres planted in 1923 comes into full bearing in 1927.

"Careful study of these statistics furnishes a clear conception of the crop tonnage which under normal conditions is likely to be produced during the next three years when taking this year's crop as a basis for computation however relatively small it may be, or if a normal crop for 1924 be taken as a basis, the crop tonnage in 1927 runs up into amazing figures of an over-production. One may thereby realize (1) what would be the size of a normal crop in 1927 under average weather conditions such as prevailed in the past; and (2) what might be the price of grapes in 1927 as also the probable price for each of the two previous years.

"Furthermore a review of the production of raisins for the past several years shows the subsequent carryover or unsold and unmarketed portion of the previous year's raisin crop to have been for the last three years as follows:

	Raisin crop	Carryover (June 1st)
1921-----	145,364 tons	80,000 tons
1922-----	237,227 tons	100,000 tons
1923-----	265,775 tons	120,000 tons

"This furnishes more data of considerable weight in determining the influence a dry year such as that of 1924 may have in shaping the future of California's grape industry.

"California Grape Production for the Years 1920-1923 inclusive.

Class of Grapes	1920	1921	1922	1923
	Tons	Tons	Tons	Tons
Wine-----	375,285	309,970	420,000	428,000
Table-----	209,682	210,661	240,000	340,000
Raisins (dried grapes)-----	170,684	145,364	237,227	265,775

"The Production of Raisins in 1923.

Varieties,	Considered below standard marketable grade.	Standard raisin grades.	Total 1923 crop
	Tons	Tons	Tons
Muscat-----	17,600	63,300	80,900
Thompson Seedless-----	53,400	110,800	164,200
Sultana-----	4,775	14,425	19,200
Zante and other varieties-----		1,475	1,475
Totals-----	75,775	190,000	265,775

"The Production of Raisins for the Last Five Years"

1919	1920	1921	1922	1923
Tons	Tons	Tons	Tons	Tons
187,575	170,684	145,364	237,227	265,775

"Interstate Shipments of Grapes in 1922 and 1923."

Kind of Cars Used.

Year	Refrigerator cars	Box cars	Express-cars	Total cars
1922	33,798	7,003	819	41,620
1923	51,342	650	366	52,358

Freight Rates Between Principal Shipping Districts and Receiving Points.

The following rates are furnished as a matter of information, and while an endeavor has been made to prepare an accurate list as rates are constantly changing, they can have no standing in adjustments with carriers.

FROM-	Calif- ornia	Silver- Creek, N.Y.	Brocton, N.Y.	Westfield N.Y.	Sheridan, N.Y.	North Collins, N.Y.
TO-(Rate per 100-lbs)						
Akron, Ohio	-	63½	63½	63½	63½	63½
Alliance, Ohio	-	62	62	62	62	62
Cleveland, Ohio	\$1.73	60½	60½	51	60½	60½
Altoona, Pa.	-	67½	67½	67½	66½	68½
Allentown, Pa.	-	68½	68½	68½	68½	68½
Bethlehem, Pa.	-	"	"	"	"	"
Hazleton, Pa.	-	"	"	"	"	"
Kittanning, Pa.	-	44½	44½	44½	64½	64½
New Castle, Pa.	-	60½	60½	60½	60½	60½
North East, Pa.	-	37	31	29½	37	42½
Northampton, Pa.	-	68½	68½	68½	68½	68½
Philadelphia, Pa.	\$1.73	"	"	"	"	"
Pittsburgh, Pa.	1.73	64½	64½	64½	64½	64½
Steelton, Pa.	-	68½	68½	68½	68½	68½
Scranton, Pa.	-	"	"	"	"	"
Hoboken, N.J.	-	74½	74½	74½	74½	74½
Jersey City, N.J.	-	"	"	"	"	"
Newark, N.J.	-	"	"	"	"	"
Hartford, Conn.	-	78½	78½	78½	78½	78½
New Haven, Conn.	-	"	"	"	"	"
Waterbury, Conn.	-	"	"	"	"	"
Brooklyn, N. Y.	-	74½	74½	74½	74½	74½
New York, N. Y.	\$1.73	"	"	"	"	"
Boston, Mass.	1.73	78½	78½	78½	78½	78½
Springfield, Mass.	-	"	"	"	"	"
Baltimore, Md.	1.73	68½	68½	68½	66½	68½
Chicago, Ill.	-	83	83	83	83	83
Memphis, Tenn.	-	\$1.235	1.235	1.235	1.235	1.235
Providence, R.I.	-	78½	78½	78½	78½	78½
Washington, D.C.	-	76½	76½	76½	76½	76½
Wheeling, W. Va.	-	67	67	67	67	67

Freight Rates Between Principal Shipping Districts and Receiving Points (Continued)

	California	North East,	Lockport,	Model City,	Holley,	Roches-
From -	Pa.	N.Y.	N.Y.	N.Y.	ter, N.Y.	
To-						
Akron, Ohio.	63½	63½	63½	63½	63½	63½
Alliance, Ohio.	62	62	62	62	62	62
Cleveland, Ohio.	\$1.73 48	60½	60½	60½	60½	60½
Altoona, Pa.	66½	68½	59½	68½	59½	68½
Allentown, Pa.	68½	68½	73½	68½	56½	68½
Bethlehem, Pa.	"	"	"	"	"	"
Hazleton, Pa.	"	"	"	"	"	"
Kittanning, Pa.	46½	-	65	65	65	65
New Castle, Pa.	48	60½	60½	60½	60½	60½
North East, Pa.	-	42½	59½	43½	46	46
Northampton, Pa.	68½	68½	73½	68½	56½	68½
Philadelphia, Pa.	\$1.73 "	"	63½	"	"	"
Pittsburgh, Pa.	1.73 64½	64½	64½	64½	64½	64½
Steelton, Pa.	66½	68½	68½	68½	56½	66½
Scranton, Pa.	68½	"	"	"	"	"
Hoboken, N.J.	74½	"	69½	"	"	"
Jersey City, N.J.	"	"	"	"	"	"
Newark, N.J.	"	"	73½	"	"	"
Hartford, Conn.	78½	73½	78½	73½	66½	78½
New Haven, Conn.	"	"	"	"	"	"
Waterbury, Conn.	"	"	"	"	"	"
Brooklyn, N.Y.	74½	68½	69½	68½	56½	74½
New York, N.Y.	1.73 "	"	"	"	"	"
Boston, Mass.	1.73 78½	73½	78½	73½	66½	78½
Springfield, Mass.	"	"	"	"	"	"
Baltimore, Md.	1.73 66½	68½	73½	68½	56½	66½
Chicago, Ill.	83	83	87	87	87	87
Memphis, Tenn.	1.23½	1.39½	1.59	1.59	1.54	1.23½
Providence, R. I.	78½	73½	78½	73½	66½	78½
Washington, D. C.	71	76½	81½	76½	64½	71
Wheeling, W. Va.	67	67	67	67	67	67

From -	California	Penn	Yann	Naples,	Middlesex	Dresden,	Hector,
To-	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Akron, Ohio,	63½	63½	63½	63½	63½	63½	63½
Alliance, Ohio.	62	62	62	62	62	62	62
Cleveland, Ohio.. \$1.73	60½	60½	60½	60½	60½	60½	60½
Altoona, Pa.	56½	57	57	56½	56½	56½	56½
Allentown, Pa.	"	56½	56½	56½	56½	56½	56½
Bethlehem, Pa.	"	"	"	"	"	"	"
Hazleton, Pa.	"	"	"	"	"	"	"
Kittanning, Pa.	65	65	65	65	65	65	65
New Castle, Pa.	60½	60½	60½	60½	60½	60½	60½
North East, Pa.	59½	59	59	59	59	59	59
Northampton, Pa.	56½	56½	56½	56½	56½	56½	56½
Philadelphia, Pa. 1.73	"	"	"	"	"	"	"
Pittsburgh, Pa. 1.73	64½	64	64	64½	64½	64½	64½
Steelton, Pa.	56½	56½	56½	56½	56½	56½	56½

From-		California	Penn Yan,	Naples,	Middlesex,	Dresden,	Hector,
To-		N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Scranton, Pa.		56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	44	56 $\frac{1}{2}$
Hoboken, N.J.		"	"	"	"	"	"
Jersey City, N.J.		"	"	"	"	"	"
Newark, N.J.		"	"	"	"	"	"
Hartford, Conn.		66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$
New Haven, Conn.		"	"	"	"	"	"
Waterbury, Conn.		"	"	"	"	"	"
Brooklyn, N.Y.		56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$
New York, N.Y.	\$1.73	"	"	"	"	"	"
Boston, Mass.	1.73	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$
Springfield, Mass.		"	"	"	"	"	"
Baltimore, Md.	1.73	56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$
Chicago, Ill.		87	87	87	87	87	87
Memphis, Tenn.		1.54	1.54	1.54	1.74	1.54	1.54
Providence, R.I.		66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$
Washington, D.C.		64 $\frac{1}{2}$	64 $\frac{1}{2}$	64 $\frac{1}{2}$	64 $\frac{1}{2}$	64 $\frac{1}{2}$	64 $\frac{1}{2}$
Wheeling, W.Va.		67	-	-	67	-	-

From-		California	Caywood,	Kendaia,	Hammondsport,	Prattsburg,
To-		N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Akron, Ohio.		63 $\frac{1}{2}$	63 $\frac{1}{2}$	63 $\frac{1}{2}$	65 $\frac{1}{2}$	64
Alliance, Ohio.		62	62	62	62 $\frac{1}{2}$	62 $\frac{1}{2}$
Cleveland, Ohio.	\$1.73	60 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$
Altoona, Pa.		56 $\frac{1}{2}$	57	59 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$
Allentown, Pa.		"	56 $\frac{1}{2}$	56 $\frac{1}{2}$	"	"
Bethlehem, Pa.		"	"	"	"	"
Hazleton, Pa.		"	"	"	"	"
Kittanning, Pa.		65	65	64 $\frac{1}{2}$	-	-
New Castle, Pa.		60 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$	62 $\frac{1}{2}$	61
North East, Pa.		59	59	59	56 $\frac{1}{2}$	56 $\frac{1}{2}$
Northampton, Pa.		56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	"	"
Philadelphia, Pa.	\$1.73	"	"	"	"	"
Pittsburgh, Pa.	1.73	64 $\frac{1}{2}$	64 $\frac{1}{2}$	64 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$
Steelton, Pa.		56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	"
Scranton, Pa.		47 $\frac{1}{2}$	51	"	"	"
Hoboken, N.J.		56 $\frac{1}{2}$	56 $\frac{1}{2}$	"	"	"
Jersey City, N.J.		"	"	"	"	"
Newark, N.J.		"	"	"	"	"
Hartford, Conn.		66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$
New Haven, Conn.		"	"	"	"	"
Waterbury, Conn.		"	"	"	"	"
Brooklyn, N.Y.		56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$
New York City,	\$1.73	"	"	"	"	"
Boston, Mass.	1.73	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$
Springfield, Mass.		"	"	"	"	"
Baltimore, Md.	1.73	56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$
Chicago, Ill.		87	87	87	89	89
Memphis, Tenn.		1.54	1.54	1.54	1.54	1.54
Providence, R.I.		66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$
Washington, D.C.		64 $\frac{1}{2}$	64 $\frac{1}{2}$	7 $\frac{1}{2}$	64 $\frac{1}{2}$	64 $\frac{1}{2}$
Wheeling, W.Va.		-	-	67	69	69

Grape Unloads in Thirteen Cities During 1924.

Listed by States of Origin.

(Carlots and boat receipts reduced
to carlot equivalents.)

State of Origin	Atlanta	Baltimore	Boston	Chicago	Cincinnati	Cleveland	
New York	1	51	458	93	20	128	
Pennsylvania	-	11	39	8	1	56	
Delaware	-	16	1	-	-	1	
Virginia	-	-	-	-	-	-	
Ohio	-	1	2	-	3	3	
South Carolina	-	-	-	-	-	-	
Indiana	-	-	1	-	-	-	
Illinois	-	-	2	-	-	-	
Michigan	2	42	121	578	175	108	
Iowa	-	-	-	2	-	-	
Missouri	-	-	-	1	-	2	
Arkansas	-	-	1	1	-	2	
Arizona	-	-	-	2	-	-	
California	119	535	3801	6514	353	1488	
Imports	-	-	2	1	-	-	
Unknown	-	-	-	-	-	1	
Total	122	656	4428	7200	552	1789	
State of Origin	Detroit	Kans. City	New York	Phila.	St. Lou.	Pittsburgh	Wash.
New York	15	2	595	784	3	519	31
Pennsylvania	-	-	266	82	-	108	1
Delaware	-	-	1	33	-	22	2
Virginia	-	-	-	3	-	-	-
Ohio	11	-	-	-	-	18	-
South Carolina	-	-	1	-	-	-	-
Indiana	-	-	-	-	-	-	-
Illinois	-	-	-	-	-	-	-
Michigan	108	66	72	86	291	222	46
Iowa	-	-	-	-	-	-	-
Missouri	-	1	1	-	3	-	-
Arkansas	2	2	-	-	-	10	-
Arizona	-	-	3	-	1	-	-
Utah	-	-	3	-	-	-	-
California	1030	401	13519	3080	614	1669	118
Imports	1	-	-	6	-	1	-
Unknown	-	-	-	-	-	-	9
Total	1167	472	14461	4074	912	2569	207

Prices Prevailing in Shipping Districts.

Concords, Carlots F.O.B. Usual Terms.

		Benton Harbor, Mich.		Central Lakes, N.Y.		Chautauqua-Erie New York & Penn.	
		12-qt. Bas.	4-qts.	12-qt. bas.	2-qts.	12-qt. bas.	
Oct.	13	\$60.00-70.00	.25-.26	\$35.00	.20	\$30.00-35.00	
"	14	60.00-70.00	.24-.25	85.00	.20	30.00	
"	15	60.00-65.00	.24-.25	80.00-85.00	.19	75.00-85.00	
"	16	60.00	.24-.25	80.00	-	75.00-80.00	
"	17	55.00-60.00	.23-.24	75.00-80.00	.17-.18	70.00-75.00	
"	20	52.50-55.00	.21-.22	80.00	.16	60.00-70.00	
"	21	50.00-55.00	.20-.22	70.00	.17	60.00-65.00	
"	22	50.00-55.00	.21	67.50-75.00	-	65.00	
"	23	55.00-60.00	.22-.25	70.00	.17-.18	65.00-70.00	
"	24	55.00-60.00	-	80.00	.17	70.00-80.00	
"	27	45.00-50.00	-	80.00	.17	75.00-80.00	
"	28	45.00	-	80.00	.17	75.00-80.00	
"	29	45.00	.25	80.00	.17	75.00-80.00	
"	30	-	-	75.00-80.00	-	75.00-80.00	
"	31	-	-	75.00	.16	70.00-75.00	
Nov.	1	-	-	75.00	.16	(No rept.)	

Prices Prevailing in City Markets.

Concords, 12-qt. Climax Baskets,
(Sales to Jobbers-

		Chicago	Chicago	Pittsburgh	Pittsburgh	Cincinnati	St. Louis
		Mich.	N.Y.&Pa.	Mich.	N.Y.&Pa.	Mich.	Mich.
							(Per ton)
Oct.	13	\$.70-75	--	--	.95-1.10	--	\$100.-110.
"	14	.68-72	--	--	.90-.95	.85-.90	90.-100.
"	15	.65-70	--	.85	.90-.95	.80-.85	90.-95.
"	16	.65-70	--	.85	.90-.95	.72-.80	80.-85.
"	17	.65-70	--	.75-80	.85-.90	.65-.70	85.
"	20	.65-70	--	.70-80	.75-.77½	.60-.65	75.-90.
"	21	.65-72½	--	.65-70	.65-.75	.65-.75	75.-85.
"	22	.60-.65	.85	.60-70	.65-.75	.65-70	75.-80
"	23	.60-.63	--	.65-72	.75-.80	.65-.70	75.-90.
"	24	.65-.70	--	.80-.85	.85-.90	.65-.75	80.-90.
"	27	.65-.70	1.00	.75-.80	.85-.90	.60-.65	75.-90.
"	28	.60-.65	1.00	.75	.85	.55-.60	70.-80.
"	29	.60-.65	.90-1.	.65-.75	.80-.85	.55-.60	75.
"	30	.60-.65	.90-1.	.65-.75	.80-.85	.55-.60	70.-75.
"	31	.60-.65	.90-1.	.60-.70	.75-.80	.60-.65	70.-75.
Nov.	3	.60-.65	.90-1.	.60-.65	.70-.80	.50-.55	--

Prices Prevailing in City Markets, Concords, 12 qt. Climax Baskets. (Sales to Jobbers) (Continued)

From-	Boston NY & Pa.	Baltimore N.Y. & Pa.	Buffalo NY & Pa.	New York NY & Pa.	Philadelphia NY & Pa.
Oct. 13-	-	-	-	-	\$1.05
" 14-	-	\$ 1.10	\$.70-.75	\$.75-.90	1.05-1.07
" 15-	\$1.15	1.00-1.05	.70-.75	.85-.90	.95-1.00
" 16-	-	1.00-1.05	.70-.75	.85-.95	.92 $\frac{1}{2}$ -1.00
" 17-	1.15	-	.70-.75	.90-.95	.85-.92 $\frac{1}{2}$
" 20-	1.00	.85	.65-.70	.80-.85	.72 $\frac{1}{2}$ -.75
" 21-	.85-.90	.80-.85	.60-.65	.80-.85	.72 $\frac{1}{2}$ -.75
" 22-	.80-.85	.80-.85	.65-.70	.75-.80	.72 $\frac{1}{2}$ -.75
" 23-	.70-.75	.75-.80	.65-.70	.75-.80	.85-.90
" 24-	.65-.75	.75-.85	.65-.70	.75-.80	.85-.87 $\frac{1}{2}$
" 27-	.85-.90	.85-.90	.70-.75	.80-.85	-
" 28-	.85-.90	.85-.90	.70-.75	.75-.85	.78-.82 $\frac{1}{2}$
" 29-	.90-1.00	.80-.85	.70-.75	.75-.80	.80-.82 $\frac{1}{2}$
" 30-	-	.75-.85	.70-.75	.75-.80	.77 $\frac{1}{2}$ -.80
" 31-	.85	.75-.80	.75-.80	.75-.80	.75-.77
Nov. 3-	.85-.90	.70-.75	.70-.75	.70-.75	.70-.72 $\frac{1}{2}$

Concords, 4-qt. Climax Baskets.

	Buffalo N.Y.	Chicago Ill.	Cincinnati Ohio.	Pittsburgh Penn.	St. Louis Mo.
Oct. 13-	-	.23-.25	-	.38-.40	.38-.40
" 14-	.23-.25	.25-.28	.33-.34	.38-.40	.32-.37
" 15-	.24-.25	.27-.28	.33	.35	.30-.32
" 16-	.24-.25	.27-.28	.32-.33	.30-.35	.29-.30
" 17-	.24-.28	.26-.28	.30	.30-.32	.28-.30
" 20-	.25-.26	-	-	.25-.30	.30
" 21-	.23-.24	.25-.27	-	.25	.28
" 22-	.23-.25	.26-.27	.30-.31	.25	.27-.28
" 23-	.23-.25	.25-.26	.32	.25-.28	.28-.30
" 24-	.23-.25	.26-.27	.30-.32	.25-.30	.28-.30
" 27-	.25-.27	.25-.27	.30-.31	.28-.30	.28
" 28-	.27-.29	.32-.35	.28-.30	.30-.35	.28-.29
" 29-	.27-.29	.26-.28	.28-.30	.28-.30	.28-.30
" 30-	.27-.29	.28-.30	-	.30-.32	.28-.30
" 31-	.27-.29	.28-.30	.25-.27	.25-.28	.26-.28
Nov. 3-	.27-.29	.28-.30	.25-.26	.25-.30	.30

Concords, 2 qt. Climax Baskets

	Buffalo, N.Y.	Boston, Mass.	Baltimore, Md.	Pittsburgh, Pa.	Phila. Pa.
Oct. 13-	-	-	-	.20	.18-.22
" 14-	.13-.15	.20-.22	.23	.20	.20
" 15-	.14-.16	.22	-	-	-
" 16-	.14-.16	.20-.23	.23	.18-.20	-
" 17-	.16-.18	.22	-	.15-.18	-
" 20-	.16-.17	.25	-	.15-.18	.18-.20
" 21-	.14-.16	.23-.25	-	.15-.17	.20
" 22-	.15-.16	.23	-	.15-.17	.20-.22
" 23-	.15-.16	.20	.20	.15-.18	-
" 24-	.15-.16	.20-.22	.20	.15-.18	.22
" 27-	.16-.17	-	.19-.20	.15-.18	.17-.20

Concords, 2-qt. Climax Baskets (Cont'd)

	Buffalo, N.Y.	Boston, Mass.	Baltimore, Md.	Pittsburgh, Penn.	Philadelphia, Penn.
Oct. 28-	.17-.18	.18-.20	.19-.20		.18-.20
" 29-	.17-.18	.20	.17-.19	18-20	-
" 30-	.17-.18	.18-.20	.18-.20	-	.17-.18
" 31-	.17-.18	.20-.23	.18-.20	-	.17-.18
Nov. 1-	.17-.18	.18-.20	.19-.20	-	.17-.18

Carload Shipments of New York Grapes by Billing Stations, 1924.

County	Station	Sept.	Oct.	Nov.	Dec.	Total	County Total
Cattaraugus	Perrysburg	-	129	13	-	142	142
Chautauqua	Brocton	5	561	91	8	665	
	Dunkirk	-	92	13	-	105	
	Forestville	-	215	46	-	261	
	Fredonia	-	282	30	-	312	
	Irving	-	9	5	-	14	
	Laona	-	91	17	-	108	
	Mayville	-	17	1	-	18	
	Portland	2	155	45	-	202	
	Ripley	-	318	177	-	495	
	Sheridan	-	143	25	-	168	
	Sherman	-	3	-	-	3	
	Silver Creek	-	238	30	-	268	
	Smiths Mills	-	52	14	-	66	
	Westfield	-	271	78	-	349	
	State Line	-	64	55	-	119	3153
Columbia	Elizaville	-	3	-	-	3	
	Germantown	17	81	-	-	98	
	Hudson	-	1	-	-	1	102
Dutchess	Barrytown	-	9	-	-	9	
	Red Hook	1	2	-	-	3	
	Tivoli	1	18	-	-	19	31
Erie	Angola	-	46	1	-	47	
	Derby	-	12	-	-	12	
	Eden Center	-	119	29	-	148	
	Farnham	-	13	2	-	15	
	North Collins	-	37	8	-	45	
	Buffalo	-	5	-	-	5	272
Monroe	Rochester	-	2	1	-	3	3

Carload Shipments of New York Grapes by Billing Stations
(Cont'd)

County	Station	Sept.	Oct.	Nov.	Dec.	Total	County Total
Niagara	Elberta	-	13	-	-	13	
	Gasport	-	1	2	-	3	
	Lewiston	-	13	-	-	13	
	Lockport	-	40	1	-	45	
	Model City	-	52	-	-	52	
	Ransomville	-	41	-	-	41	
	Sanborn	-	19	2	-	21	
	Wilson Station	-	20	3	-	23	211
Ontario	Canandaigua	-	6	-	-	6	
	Naples	-	119	26	-	145	151
Orleans	Holley	-	8	-	-	8	
	Medina	-	-	21	14	35	
	Millers	-	3	-	-	3	46
Schuyler	Burdett	-	27	-	-	27	
	Hector	-	117	20	-	137	
	Valois	-	46	7	-	53	217
Seneca	Caywood	-	44	1	-	53	
	Kendalia	-	61	8	-	69	
	Romulus	-	21	1	-	22	144
Steuben	Hammondsport	-	162	95	1	258	
	Prattsburgh	-	44	18	-	62	320
Ulster	Clintondale	-	20	-	-	20	
	Highland	17	53	1	-	71	
	Marlboro	23	47	-	-	70	
	Milton	2	28	-	-	30	
	Ulster Park	9	8	-	-	17	208
Wayne	Sodus	-	5	-	-	5	5
Yates	Bluff Point	-	74	21	-	95	
	Branchport	-	46	39	-	85	
	Dresden	-	13	1	-	14	
	Dundee	-	13	5	-	18	
	Glenora	-	2	-	-	2	
	Himrod	1	35	12	2	50	
	Middlesex	-	129	15	-	144	
	Milo	-	2	-	-	2	
	Penn Yan	-	150	23	-	173	
	Rock Stream	-	-	1	-	1	
	Starkey	-	24	22	6	52	636
Total		78	449	1037	32	5641	5641

Pennsylvania Grapes

1924

County	Station	Oct.	Nov.	Total	County Total
Erie	Fairview	4	-	4	1165
	Girard	12	1	13	
	Harbor Creek	186	17	203	
	Mooreheads	74	17	91	
	North East	656	198	854	
York	York	1	-	1	1
Total		933	233	1166	1166

Primary Destinations Grape Shipments from
Michigan, Pennsylvania and New York as
Reported to This Office, Covering Dates
From Oct. 13, to Nov. 3rd.

	Mich.	Penn.	New York		Mich.	Penn.	N.Y.
Aberdeen, S.D.	5	-	-	Avon, Conn.	1	-	-
Abilene, Kans.	1	-	-	Baltimore, Md.	36	10	44
Augusta, Me.	-	-	1	Bangor, Pa.	1	-	3
Akron, Ohio	12	1	2	Barberton, Ohio	1	1	2
Albany, N.Y.	10	2	9	Barclay, Kans.	1	-	-
Albert Lea, Minn.	2	-	-	Barnesboro, Pa.	-	-	1
Albuquerque, N.M.	1	-	-	Bath, N.Y.	-	-	2
Allegheny, Pa.	-	-	5	Bay City, Mich.	23	-	-
Allentown, Pa.	-	1	56	Beatrice, Nebr.	1	-	-
Alliance, Ohio	72	1	2	Beaver Falls, Pa.	-	-	6
Aliquippa, Pa.	-	-	4	Beaver Dam, Wis.	2	-	-
Alpha, N.J.	-	-	1	Bedford, Mass.	2	-	-
Altoona, Pa.	14	4	14	Bellaire, Ohio	-	-	1
Ambridge, Pa.	-	-	2	Belmore, Ohio	-	-	1
Amery, Wis.	1	-	-	Belleville, Ill.	2	-	-
Ann Arbor, Mich.	3	-	-	Beloit, Wis.	1	-	-
Anabel, Mo.	-	1	-	Benton Harbor, Mich.	3	-	-
Anderson, Ind.	9	-	-	Berkshire, Mass.	-	-	1
Angola, N.Y.	-	-	2	Bethlehem, Pa.	-	15	87
Ansonia, Conn.	-	-	1	Binghamton, N.Y.	1	-	5
Anthony, Kans.	2	-	-	Birmingham, Ala.	5	-	-
Antigo, Wis.	1	-	-	Bismark, N.Dak.	3	-	-
Appleton, Wis.	7	-	1	Blairsville, Pa.	-	-	3
Ardmore, Okla.	-	6	-	Bloomington, Ind.	1	-	-
Arma, Kans.	1	-	-	Blue Island, Ill.	199	-	-
Arnold, Pa.	-	-	1	Bluefield, W.Va.	-	-	1
Ashland, Wis.	1	-	-	Bonny Brook, Pa.	-	1	-
Atchinson, Kans.	1	-	-	Boston, Mass.	54	31	256
Atlanta, Ga.	1	-	1	Boswell, Pa.	-	1	-
Atlantic City, N.J.	-	-	3	Braddock, Pa.	-	-	7
Auburn, N.Y.	-	3	1	Bradford, Pa.	1	-	4
Aurora, Ill.	1	1	-	Brandy Camp, Pa.	-	3	-
Austin, Minn.	2	-	-	Brainerd, Minn.	2	-	-
Avella, Pa.	-	-	1	Bridgeport, Conn.	1	2	10

Primary Destinations (Cont'd)

	Mich.	Penn.	N.Y.		Mich.	Penn.	N.Y.
Bridgeport, Pa.	-	-	3	Connellsville, Pa.	-	4	2
Bridgeport, Mich.	7	-	-	Coplay, Pa.	1	1	10
Bridgeville, N.J.	-	-	3	Coraopolis, Pa.	1	-	3
Brooklyn, N.Y.	13	163	92	Corry, Pa.	-	-	22
Brockport, N.Y.	-	-	3	Coudersport, Pa.	-	-	1
Brockwayville, Pa.	-	-	1	Covington, Pa.	-	-	1
Brockton, Mass.	-	1	-	Crawford, Neb.	1	1	-
Brownsville.	1	-	8	Crookston, Minn.	1	-	-
Bruceton, Pa.	-	2	5	Crystal Falls, Mich.	3	-	-
Buffalo, N.Y.	19	-	1	Cumberland, Md.	-	-	2
Bunker Hill, Ind.	1	-	-	Danville, Ill.	-	-	1
Burgettstown, Pa.	1	-	1	Dallas, Tex.	3	-	-
Burlington, Vt.	-	-	3	Darlington, Ind.	1	-	-
Butler, Pa.	-	-	4	Davenport, Iowa.	2	-	-
Butte, Mont.	2	-	-	Dayton, Ohio	15	-	-
California, Pa.	-	-	2	Deadwood, S.D.	2	-	-
Cambridge, Pa.	-	2	-	Deer River, Minn.	1	-	-
Canajoharie, N.Y.	-	-	9	Denver, Colo.	36	-	-
Canton, Ohio	3	3	-	Des Moines, Ia.	2	-	-
Cannonsburg, Miss.	-	2	1	Detroit, Mich.	160	-	1
Carbondale, Colo.	2	-	-	Devils Lake, N.D.	2	-	-
Carlinville, Ill.	-	1	-	Dexter,	1	-	-
Carnegie, Pa.	-	1	-	Dodge City, Kans.	1	-	-
Casper, Wyo.	2	-	-	Donora, Pa.	-	1	13
Cass City, Mich.	1	-	-	Douglass,	-	-	2
Cecil, Pa.	-	1	2	Dover, Ohio	1	-	-
Cedar Rapids, Ia.	1	-	-	Drake, N.D.	1	-	-
Champaign, Ill.	1	-	-	Drifton, Pa.	-	-	1
Charlotte, N.C.	-	-	3	Du Bois, Pa.	-	1	3
Charleroi, Pa.	-	-	2	Dubuque, Ia.	14	-	-
Charleston, S.C.	9	-	-	Duluth, Minn.	9	-	-
Chattanooga, Tenn.	1	-	-	Dunlo, Pa.	-	1	-
Chester, Pa.	-	4	-	Easton, Pa.	1	-	4
Chicago, Ill.	501	18	61	East Brady, Pa.	-	7	15
Chickasha, Okla.	1	-	-	East Liberty, Pa.	-	-	1
Chippewa Falls, Wis.	1	-	-	East Liverpool, Ohio	4	-	-
Chisholm, Minn.	1	-	-	East Palestine, Ohio	17	-	-
Cincinnati, Ohio	161	-	6	Estherville, Iowa	1	-	-
Claridge, Pa.	-	-	1	Eau Claire, Wis.	5	-	-
Clarksburg, W. Va.	-	-	3	Edge Cliff, Pa.	-	-	1
Clearing, Ill.	43	-	-	Edenville, Pa.	1	-	-
Cleveland, Ohio	90	38	63	Egg Harbor, N.J.	-	-	2
Clinton, Ind.	2	-	1	Elgin, Ill.	3	-	-
Clinton, Okla.	1	-	-	Elizabeth, N.J.	2	-	9
Collingswood, N.J.	-	4	-	Elm, N.J.	-	-	1
Colorado Springs,	5	-	-	Elmira, N.Y.	-	-	4
Columbus, Ohio	22	1	1	El Paso, Texas	3	-	-
Columbus, Ind.	19	-	-	Ellsworth, Wisc.	1	-	-
Columbia, S.C.	-	-	2	Elwood, Ind.	-	-	1
Concord, Mass.	-	-	1	Elwood City, Pa.	-	1	9
Conneaut, Ohio	-	-	1	Ely, Minn.	3	-	-

Destinations (Continued)

	Mich.	Penn.	N.Y.		Mich.	Penn.	N.Y.
Englewood, Ill.	2	-	-	Hartford, Conn.	14	-	24
Enid, Okla.	3	-	-	Hastings, Nebr.	3	-	-
Erie, Pa.	-	-	2	Haverhill, Mass.	-	-	1
Escanaba, Mich.	4	-	-	Hays, Kans.	1	-	-
Evansville, Ind.	3	-	-	Hazleton, Pa.	13	20	36
Export, Pa.	-	1	8	Herrin, Ill.	1	-	-
Fall River, Mass.	-	1	-	Hermann, Mo.	2	-	-
Fancher, Ill.	1	-	-	Hermansville, Mich.	1	-	-
Fancher, N.Y.	2	-	-	Hermine, Pa.	-	-	1
Fargo, N.D.	3	-	-	Hibbing, Minn.	2	-	-
Farmingham, Ill.	-	1	-	Highland, Ill.	1	-	-
Finleyville, Pa.	-	4	1	Highwood, Ill.	-	-	1
Fitchburg, Mass.	-	-	4	Hilda, S.C.	-	1	-
Flint, Mich.	3	-	-	Hinton, Ia.	1	-	-
Fond Du Lac, Wis.	6	-	-	Hinton, W.Va.	-	-	1
Ford City, Pa.	-	1	16	Hosagland, Ind.	1	-	-
Forest City,	-	3	13	Hoboken, N.J.	-	6	7
Fort Dodge, Ia.	1	-	-	Holdredge, Nebr.	1	-	-
Fort Scott, Kan.	-	-	1	Homer City, Pa.	-	-	1
Fort Wayne, Ind.	8	2	-	Homestead, Pa.	-	-	2
Foxburg, Pa.	-	12	5	Horton	-	1	1
Freeland, Pa.	1	-	2	Houghton, Pa.	3	-	1
Freeport, Ill.	2	-	-	Houston, Pa.	-	-	4
Gallitzin, Pa.	-	-	1	Hulton, Pa.	-	-	6
Geneva, N.Y.	-	-	1	Hure, Ill.	1	-	-
Gillespie, Ill.	1	-	-	Huntington, W.Va.	8	-	-
Glens Falls, N.Y.	-	-	1	Huron, S.D.	4	-	-
Glidden, Wisc.	1	-	-	Hutchinson, Kans.	12	-	-
Grand Forks, N.D.	8	-	-	Imperial, Pa.	-	-	3
Grand Island, Nebr.	2	-	-	Independence, Kans.	4	-	-
Grand Rapids, Mich.	2	-	-	Indianapolis, Ind.	33	-	7
Great Bend, Kans.	1	-	-	Iron Mountain, Mich.	9	-	2
Great Falls, Mont.	1	1	-	Iron River, Mich.	2	-	-
Green Bay, Wis.	6	-	-	Ironwood, Mich.	3	-	-
Greensboro, S.C.	-	-	1	Irwin, Pa.	-	2	8
Greensburg, Pa.	3	2	23	Iselin, Pa.	-	3	1
Greenville, Ill.	-	-	1	Islepering, Mich.	4	-	-
Grindstone, Pa.	1	-	-	Jackson, Mich.	11	-	-
Grove City, Pa.	-	1	1	Jacksonville, Fla.	-	-	3
Hackensack, N.J.	-	-	1	Jamestown, N.D.	2	-	-
Haffey, Pa.	-	-	1	Janesville, Wis.	7	-	-
Hagerstown, Md.	-	-	1	Jeannette, Pa.	-	1	5
Hamilton, Ohio	5	1	-	Jersey City, N.J.	28	45	112
Hammonton, N.J.	-	-	1	Jessup, Pa.	-	-	5
Hancock, Mich.	2	-	-	Johnsonburg, Pa.	1	2	3
Hannibal, Mo.	2	-	-	Johnstown, Pa.	16	7	16
Harkness, N.Y.	-	-	1	Joliet, Ill.	19	2	4
Harmony, Pa.	-	-	2	Jonesville, Ind.	1	-	-
Harrisburg, Pa.	-	-	21	Junction City, Kans.	2	-	-
Harrison City, Pa.	-	1	1	Kane, Pa.	-	4	1
Harrisville,	-	1	-	Kansas City, Mo.	48	-	-

Destinations (Continued)

	Mich.	Penn.	N.Y.		Mich.	Penn.	N.Y.
Kearney, Nebr.	1	-	-	Masontown, Pa.	-	1	5
Kendaia, N.Y.	-	-	1	Mason City, Ia.	4	-	-
Keene, N.H.	-	-	1	Massillon, Ohio	2	-	-
Kenosha, Wis.	1	-	-	Max, N.Dak.	1	-	-
Kensington, Ill.	2	-	7	Meadowland, Pa.	-	1	-
Kent, N.H.	-	-	1	Medina, N.Y.	-	-	35
Kewanee, Ill.	1	-	-	Memphis, Tenn.	2	4	31
Keystone, W.Va.	1	-	-	Menominee, Mich.	3	-	-
Kittery, Me.	-	2	-	Meriden, Conn.	1	1	2
Kittanning, Pa.	-	-	12	Merrill, Wis.	1	-	-
Knoxville, Tenn.	1	-	1	Miami, Fla.	-	-	1
Koppel, Pa.	-	1	2	Michigan City, Ind.	17	-	-
Kulpmont, Pa.	-	-	1	Midland, Pa.	15	-	-
La Crosse, Wisc.	12	-	-	Milwaukee, Wis.	115	15	16
Lafferty, Ohio	-	-	1	Milford, N.Y.	-	-	1
Lancaster, Pa.	2	1	1	Minneapolis, Minn.	124	-	-
Landisville, Pa.	3	-	-	Minot, N.Dak.	2	-	-
Lansford, Pa.	-	3	10	Mitchell, S.D.	3	-	-
La Salle, Ill.	7	-	13	Monessen, Pa.	-	3	4
Lattimer, Mines, Pa.	1	-	-	Monongahela City, Pa.	-	1	4
Latrobe, Pa.	-	-	3	Moon Run, Pa.	-	2	2
Lawton, Ohio	1	-	-	Monroe, Wis.	3	-	-
Lebanon, Pa.	-	-	2	Montour Jct. Pa.	-	-	3
Leckrone, Pa.	-	-	1	Montgomery, Ala.	-	-	1
Lexington, Va.	1	-	-	Morgantown, W.Va.	-	-	1
Lexington, Ky.	2	-	-	Morristown, N.J.	-	6	1
Lima, Ohio	1	-	2	Morton, Ill.	-	1	-
Lincoln, Nebr.	4	-	-	Montclair, N.J.	-	-	2
Lynchburg, Va.	-	-	2	Mount Olive, Ill.	2	-	2
Little Falls, N.Y.	-	6	3	Mt. Carmel, Pa.	-	2	11
Little Rock, Ark.	2	-	-	Mt. Pleasant, Pa.	-	-	4
Livingston, Mont.	1	-	1	Muskogee, Okla.	2	-	-
Logan	2	-	-	Nakomis, Ga.	-	-	1
Logansport, Pa.	1	-	3	Nantyglo, Pa.	-	-	6
Long Bridge, Pa.	-	-	1	Narberth, Pa.	-	-	2
Louisville, Ky.	42	-	2	Nashville, Tenn.	9	-	-
Lowell, Mass.	2	-	-	Naugatuck, Conn.	-	-	1
Lynch	1	-	-	Nazareth, Pa.	-	2	4
McAlester, Okla.	2	-	-	Nesquehoning, Pa.	-	-	4
McKeesport, Pa.	3	2	19	Newark, N.J.	4	16	135
Mabscott, W.Va.	3	-	-	New Bedford, Mass.	9	1	5
Madison, Minn.	1	-	-	New Britain, Conn.	18	1	16
Manson, Wis.	4	-	-	New Bethlehem, Pa.	-	-	9
Manor, Pa.	-	1	2	New Brunswick, N.J.	-	-	1
Mansfield, Ohio	7	-	-	New Castle, Pa.	-	-	8
Mannington, W.Va.	-	-	2	New Buffalo, Mich.	1	-	-
Marion, Kans.	2	-	1	New Glarus, Wis.	1	-	-
Marinette, Wis.	1	-	-	New Hartford, N.Y.	-	-	1
Marshall, Minn.	2	-	-	New Haven, Conn.	11	10	169
Marshfield, Wis.	6	-	-	New Kensington, Pa.	-	-	2
Martins Ferry, Pa.	-	-	1	New London, Conn.	2	-	4

Primary Destinations (Cont'd)

	Mich.	Penn.	N.Y.		Mich.	Penn.	N.Y.
New Orleans, La.	1	-	-	Ponca City, Okla.	2	-	-
New Salem, Pa.	-	1	-	Portland, Me.	-	-	8
New York, N.Y.	61	109	173	Portsmouth, Ohio	2	-	-
Newport, R.I.	-	-	1	Port Washington, N.Y.	-	1	1
Noble	-	1	-	Pottsville, Pa.	2	-	2
Nokomis, Ill.	2	-	-	Providence, R.I.	16	2	62
Norfolk, Va.	4	-	-	Pueblo, Colo.	5	-	-
N.Adams, Mass.	1	-	5	Punxsutawney, Pa.	-	-	3
Northampton, Pa.	-	-	14	Quincy, Ill.	1	-	-
Northampton, Mass.	-	2	9	Racine, Wis.	4	-	-
North East, Pa.	-	2	-	Raccoon, Ind.	-	-	2
North Fork	1	-	-	Randolph, Wis.	1	-	-
N. Manchester, Ind.	1	-	-	Rapid City, Mich.	1	-	-
North Platte, Nebr.	1	-	-	Ravenna, Ohio	3	-	-
Norway, Mich.	5	-	-	Ravenswood, Ill.	3	-	-
Nutley, N.J.	-	-	2	Reading, Pa.	5	4	15
Oakfield,	-	-	1	Remington, Ind.	-	1	-
Oelwein, Ia.	14	-	-	Republic, Pa.	-	-	1
Oklahoma City, Okla.	7	-	-	Richland Ctr., Wis.	1	-	-
Oil City, Pa.	-	-	23	Richmond, Va.	1	-	10
Old Forge, Pa.	-	-	1	Ridgway, Pa.	-	1	6
Olean, N.Y.	-	-	1	Roanoke, Va.	1	-	1
Omaha, Nebr.	5	-	-	Rochester, Minn.	11	-	-
Oneonta, N.Y.	-	-	3	Rochester, N.Y.	7	-	17
Option, Pa.	-	7	2	Rockford, Ill.	5	-	-
Orange, N.J.	-	-	3	Rome, N.Y.	-	-	5
Orrville, Ohio	3	-	-	Roosevelt, Ark.	1	-	-
Oshkosh, Wis.	3	-	-	Rossiter, Pa.	-	-	1
Overbrook, Pa.	-	6	10	Rugby, Ind.	1	-	-
Painesville, Ohio	-	1	-	Rutland, Vt.	-	-	1
Palmerton, Pa.	-	-	6	St. Cloud, Minn.	2	-	-
Panora, Ia.	-	-	1	St. David	-	1	1
Parkersburg, W.Va.	-	-	2	St. Johnsbury, Vt.	-	-	2
Parkston, S.D.	1	-	-	St. Louis, Mo.	272	-	9
Paris, Tex.	1	-	-	St. Marys, Pa.	1	2	-
Parnassus, Pa.	-	-	20	St. Paul, Minn.	44	-	-
Passaic, N.J.	-	-	12	Saginaw, Mich.	2	-	-
Paterson, N.J.	-	2	15	Salt Lake City, Utah	6	-	-
Peckville, Pa.	2	1	5	Salina, Kans.	4	-	-
Peoria, Ill.	13	-	1	Salem, Ohio	2	-	-
Philadelphia, Pa.	59	63	729	Sandusky, Ohio	-	6	-
Phoenix, Ariz.	2	-	-	Sault Ste Marie, Mich.	4	-	-
Pipestone, Minn.	5	-	-	Sayre, Pa.	-	-	1
Pittsburgh, Kans.	2	-	2	Schenectady, N.Y.	2	-	10
Pittsburgh, Pa.	166	80	460	Scotts Bluff, Nebr.	1	-	-
Pittsfield, Mass.	2	-	9	Scottdale, Pa.	-	-	2
Pittston, Pa.	1	-	14	Scott Haven, Pa.	-	3	-
Plainfield, N.J.	2	-	-	Scranton, Pa.	30	-	16
Plainsville, Pa.	-	-	2	Seaside, N.J.	-	-	5
Plymouth, Mass.	-	-	2	Seminole, Pa.	-	1	-
Plymouth, Mich.	3	-	-	Shamokin, Pa.	1	-	7

Primary Destinations (Continued)

	Mich.	Penn.	N.Y.		Mich.	Penn.	N.Y.
Sharon, Pa.	1	10	-	Troy, N.Y.	-	-	5
Shawnee, Okla.	1	-	-	Tulsa, Okla.	10	-	-
Sheboygan, Wis.	21	8	4	Turtle Creek, Pa.	-	-	1
Sheridan, Mont.	1	-	-	Union City, Pa.	-	-	1
Shreveport, La.	2	-	-	Uniontown, Pa.	1	1	16
Silver Lake, N.J.	-	-	2	Unity, Pa.	-	2	6
Sioux City, Ia.	6	-	-	Universal, Pa.	-	-	1
Sioux Falls, S.D.	6	-	-	Uhricksville, Ohio	-	-	1
Smithton, Pa.	-	-	1	Utica, N.Y.	1	2	12
Smithville,	-	-	1	Valley City	1	-	-
South Bend, Ind.	-	-	-	Vandergrift, Pa.	-	3	15
S. Brownsville, Pa.	1	-	-	Vernon, Pa.	-	-	1
S. Bethlehem, Pa.	-	4	2	Vineland, N.J.	-	2	4
S. Norwalk, Conn.	1	-	4	Vintondale, Pa.	-	-	1
S. Newark,	1	-	-	Virginia, Minn.	1	-	-
Southington, Conn.	2	-	-	Wabash, Ind.	2	-	-
Spartansburg, Pa.	-	-	1	Wallingford, Pa.	-	-	10
Spencer, Ia.	3	-	-	Wampum, Pa.	-	-	1
Springfield, Ill.	11	-	-	Warren, Pa.	-	2	-
Springfield, Mass.	15	11	32	Warren, Ohio	-	-	1
Springfield, Mo.	1	-	-	Washington, D.C.	25	1	17
Springfield, Ohio	4	-	6	Waterbury, Conn.	11	2	43
Spring Valley, Ill.	-	-	1	Waterloo, Iowa	5	-	-
Stamford, Conn.	3	1	1	Watertown, N.Y.	-	2	-
Stanton, Pa.	-	-	3	Watertown, S.D.	3	-	-
Star Jct. Pa.	-	1	-	Wathena, Kans.	1	-	-
Steelton, Pa.	1	1	20	Watuppa, Mass.	2	2	8
Sterling, Colo.	1	-	-	Waukegan, Ill.	3	-	-
Steubenville, Ohio	1	-	-	Wausau, Wis.	4	-	-
Stevens Point, Wis.	3	-	-	Weedville, Pa.	-	1	-
Storm Lake, Ia.	1	-	-	Weehawken, N.J.	1	-	7
Summit Hill, Pa.	-	1	1	Weirton, W.Va.	-	-	1
Suspension Bridge, N.Y.	2	-	1	West Allis, Wis.	-	-	7
Sutter, Ill.	-	-	2	Westfield, N.Y.	-	1	21
Swissvale, Pa.	-	4	-	West Farms, N.Y.	-	1	-
Sygan, Pa.	-	-	1	West Newton, Pa.	-	-	5
Syracuse, N.Y.	9	-	5	Westville	-	-	1
Tamaqua, Pa.	-	-	3	Wahpeton, N.Dak.	3	-	-
Tampa, Fla.	1	-	-	Wheeling, W.Va.	6	2	13
Terre Haute, Ind.	2	-	1	Wheat Roda, N.J.	-	-	4
Thief River Falls, Minn.	1	-	-	White Valley, Pa.	-	-	3
Titusville, Pa.	-	1	4	Wichita, Kans.	4	-	-
Toby Mines, Pa.	-	2	2	Wilkes-Barre, Pa.	15	5	30
Toledo, Ohio	316	-	-	Wilkinsburg, Pa.	-	-	1
Topeka, Kans.	7	-	-	Williston	1	-	-
Torrington, Conn.	2	-	5	Williamson, W.Va.	-	-	1
Trafford, Pa.	-	-	2	Williamsport, Pa.	5	-	2
Trenton, N.J.	-	-	12	Wilmington, Del.	1	7	2
Treveskyn, Pa.	-	1	3	Wilmerding, Pa.	-	-	5
Trinidad, Colo.	4	-	-	Windsor Locks, Conn.	-	1	3

Primary Destinations (Cont'd)

	Mich.	Penn.	N.Y.		Mich.	Penn.	N.Y.
Winfield, Kans.	1	-	-	Yankton, S.D.	2	-	-
Winona, Minn.	5	-	1	Yatesboro, Pa.	-	1	-
Wishak, N.Dak.	1	-	-	Yonkers, N.Y.	-	-	1
Winston-Salem, N.C.	-	-	1	Youngstown, Ohio	10	10	9
Woodlawn, Pa.	-	-	1	York, Pa.	-	-	3
Woodland, Pa.	-	2	1	Ypsilanti, Mich.	7	-	-
Woodville, Pa.	-	1	1	Yukon, Pa.	-	-	3
Worcester, Mass.	5	-	7	Zanesville, Ohio	2	-	-
Worthington, Minn.	2	-	-				
Wyano, Pa.	-	-	1	Totals-----	3592	924	4003

Changes in Market Outlets and Suggestions for Improvement.
(Including some extracts from U.S. Dept. of Agriculture bulletin No. 861)

Not only has the relative importance of various districts changed materially during the last two decades, but the purpose for which the grapes are used in the different sections has also undergone an evolution, gradual but none the less marked. Toward the end of the nineteenth century, the use of grapes for eating purposes--for table stock--began to surpass the amounts used for wine. This tendency continued until about 1907-8, when production became so plentiful that even a combination of good packing, low prices, and intensive distribution could hardly suffice to dispose of the crop as table stock. It was about this time that the manufacture of grape products began to assume an increasingly greater importance. These new products--unfermented grape juice, champagne, and sweet wines manufactured in bonded wineries, and home-manufactured sour red wines--created three new market outlets. The first two of these grape products were made almost exclusively of local stock, that is, of grapes produced within hauling distance of the factories; but the third outlet was a proposition requiring bulk shipment with deliveries made either in trays or in 12 quart Climax baskets. The peak of the shipments of table stock was reached between 1907 and 1911. After the latter date an increasingly large amount of stock was used annually for beverages. These new outlets increased the consumptive demand and made it easier to dispose of the crop, but incidentally resulted in the lowering of the standard of pack in several of the leading sections. So much less labor is required to prepare stock for pressing than for shipment as table stock that more and more stock went to juice factories, wineries, and in bulk to cities which contained a large foreign population. Prohibition legislation gave rise to serious problems and necessitated many re-adjustments and changes in the distribution of grapes for beverages.

Grape juice plants handled 60% less grape tonnage in 1924 than in 1919. This condition was caused chiefly by the increased manufacture of synthetic soft drinks and the advance in price of grapes immediately following the prohibition amendment. However, the repeal of the 10% tax has been of some assistance to the industry.

The commercial manufacture of grape jellies, jams and conserves, furnishes an important outlet for a considerable tonnage. The table-stock trade is also capable of expansion. This is especially true for New York stock in New England, the Middle Atlantic States and the South. The Middle West is usually adequately supplied with table stock by Michigan shippers.

Success in marketing the grape crop, apparently, can come only when all those connected with the industry work efficiently in the production, preparation and distribution of their product. The vineyardist should devote his attention to the production of the varieties demanded by the trade in his section, should guard against picking his crop either too early or too late, should pay particular attention to putting out a good, full, honest pack, free from diseased berries or clusters, and should choose his marketing agency, be it local buyer, grape juice factory, or cooperative association, with care and with due consideration of the relative economic efficiency of these various types of factors. The shipper should devote special attention to the intensive and extensive distribution of the crop, should supply the various markets with the varieties in the containers they require, and should do everything in his power to prevent inequalities in the supply on the various terminal markets. The city handlers, of all the various types from carlot receiver to retailer, should strive to effect the uninterrupted passage of the grapes from car door to the consumer and should make special efforts to increase the consumptive demand when supplies begin to accumulate. If these fundamental principles are carefully followed and no great overproduction develops, one year with another, the grape industry in New York should continue on a sound basis.
